

SECTION 6.0

MITIGATION MEASURES

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6.1 INTRODUCTION

Neither the Proposed Action nor No Action Alternative would result in an impact on the environment; therefore, no mitigation measures are required.

SECTION 7.0

*INDIRECT EFFECTS:
NO ACTION ALTERNATIVE BASELINE CONDITIONS*

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INDIRECT EFFECTS: NO ACTION ALTERNATIVE BASELINE CONDITIONS

7.1 INTRODUCTION

This section addresses environmental effects of the No Action Alternative baseline that include components of the JIV Gaming Facility that would be constructed later in time and are removed in distance from the Reservation. The indirect effects include traffic improvements at five intersections along SR-94. The traffic mitigation addressed in this section includes the following off-site intersection improvements:

1. SR-94 & Jamacha Boulevard,
2. SR-94 & Jamacha Road,
3. SR-94 & Steele Canyon Road,
4. SR-94 & Lyons Valley Road, and
5. SR-94 & Maxfield Road.

These intersection improvements would be financed and implemented by JIV. Caltrans (District 11) is currently conducting engineering and environmental review on these intersection improvements as part of the State Route 94 Improvement Project. Caltrans issued a Draft EIR on the State Route 94 Improvement Project in mid-2015. The Final EIR is expected in early 2016.

Section 7.2 presents descriptions of the off-site intersection improvements, as well as a setting/impact/mitigation discussion for these improvements.

7.2 INTERSECTION IMPROVEMENTS

7.2.1 IMPROVEMENT DESCRIPTIONS

Details concerning the off-site intersections to be improved include the following:

7.2.1.1 SR-94/Jamacha Boulevard Intersection

Restripe the northbound left-turn lane to a through shared-left-turn lane and the northbound through-shared-left turn lane as a second right-turn lane, including required traffic signal modifications (**Figure 7-1**). No grading would be required for this improvement. The restriping efforts would extend beyond the Caltrans ROW to roadway within San Diego County.

7.2.1.2 SR-94/Jamacha Road Intersection

Add a second eastbound right-turn lane and retaining wall, including required traffic signal modifications (**Figure 7-2**). The right-turn lane would extend beyond the existing Caltrans ROW. Reconstruct the northbound median to provide additional left-turn storage capacity for the northbound left-turn movement. The median would be reduced to provide additional storage while maintaining the left-turn storage for southbound left-turns into Rancho San Diego Town Center. Construct a vegetated bioswale on the north side of the SR-94, west of the Campo Road intersection, to treat storm water runoff. Treatment works by filtration removal of pollutants through vegetative uptake and soil filtration. Runoff would enter the bioswale by curb cuts along the north side of SR-94.

7.2.1.3 SR-94/Steele Canyon Road Intersection

Add a second eastbound and westbound through lane, including required traffic signal modification (**Figure 7-3**). Two of the approaches are within the County ROW. Vegetated bioswales would be constructed to treat the storm water runoff from the proposed improvements. One bioswale is located on the west bound side, west of Steele Canyon Road. Two bioswales are proposed on the east bound side, east and west of Steele Canyon Road. Treatment works by filtration removal of pollutants through vegetative uptake and soil filtration. Runoff would enter the bioswale by curb cuts along the north side of SR-94.

7.2.1.4 SR-94/Lyons Valley Road Intersection

Install a traffic signal (**Figure 7-4**) and improve site distance on the southbound approach. Traffic signal equipment, such as detection system, conduits and pullboxes

would have to be installed within the County's ROW, as well as tree trimming inside and outside of existing Caltrans ROW.

7.2.1.5 SR-94/Maxfield Road Intersection

Restripe the northbound approaches along SR-94 to include an acceleration lane. This improvement would also include the widening of SR-94 north of Maxfield Road necessary to accommodate additional acceleration lane. The existing hillside on the west side of SR-94 (north of the intersection) would need to be graded to provide additional sight distance for motorists. The grading limits would encompass approximately one acre of area and would include a vegetated two-to-one slope and retaining wall along the existing Caltrans ROW. The retaining wall would be approximately 340 feet in length at an average height of 10 feet. Lastly, construct two vegetated bioswales on the west side of SR-94, north of the Maxfield intersection, to treat storm water runoff by removing pollutants by filtration through vegetative uptake and soil filtration. Runoff would enter the bioswale by curb cuts along SR-94. Please see **Figure 7-5**.

7.2.2 AFFECTED ENVIRONMENT

7.2.2.1 SR-94/Jamacha Boulevard Intersection

This intersection is characterized by its rural setting and steep topography. A natural drainage channel runs parallel to SR-94 on the south side. The nearest development is the recently constructed Skyline Wesleyan Church located north of the intersection. West of Jamacha Boulevard to Avocado Boulevard, SR-94 is a four-lane expressway. East of Jamacha Boulevard to Jamacha Road, SR-94 has six lanes. At this intersection SR-94 has two eastbound lanes and three westbound lanes, and additional dedicated turning lanes. Jamacha Boulevard, which terminates at this intersection, has four travel lanes and an additional left turn lane at the intersection, and is characterized by residential and commercial development. The driveway to the church, which is directly opposite Jamacha Boulevard, has four lanes.

At the SR-94 / Jamacha Boulevard Intersection, topography is rolling, and an unnamed intermittent drainage runs east toward Sweetwater River. The setting is rural except for the recently constructed Skyline Wesleyan Church located north of the intersection. The SR-94/Jamacha Boulevard Intersection project area has no natural habitats, as the project area consists entirely of pavement. Habitats in the vicinity consist of ruderal and urbanized areas, annual grassland, Diegan coastal sage scrub, and coast live oak riparian. Naturally occurring soils in the vicinity of this intersection include Placentia sandy loam (PfC), Friant rocky fine sandy loam (FxG), Diablo Clay (DaE and DaD), and

Huerhuero loam (HrD2). Road improvements on SR-94 are already in progress, and a massive sound wall is being constructed in conjunction with the road widening (new eastbound lane) from Via Mercado, past Jamacha Boulevard, to Jamacha Road.

Record searches have revealed the presence of a previously identified cultural resource site within the vicinity of the intersection. The intersection improvement site, while disturbed, is therefore considered to be sensitive with respect to cultural resources.

7.2.2.2. SR-94/Jamacha Road Intersection

This intersection is characterized by its urban setting and flat topography. A natural drainage channel runs parallel to State Route 94 on the southwest side. Commercial developments surround this intersection. West of this intersection to Jamacha Boulevard, SR-94 is a six-lane expressway. East of this intersection Jamacha Road is a six-lane expressway with two two-way turn lanes. South of this intersection, SR-94 continues as a four-lane expressway with one southbound dedicated turn lane and two northbound dedicated turn lanes. After the commercial district, SR-94 quickly tapers to a four-lane and then a 2-lane conventional highway. At this intersection SR-94 has three eastbound lanes with dedicated left and right turn lanes and three northbound turn lanes with a shared through lane and a right turn “sneaker” lane. Jamacha Road, which terminates at this intersection, has six travel lanes and three dedicated turn lanes on the westbound site.

At the SR-94 / Jamacha Road Intersection, topography is flat, and an unnamed intermittent drainage runs east toward Sweetwater River, but continues under SR-94 as part of the municipal storm sewer system. The setting is urbanized and is surrounded by commercial and retail centers, a gasoline service station, and a San Diego County Department of Public Works corporation yard located southwest of the intersection.

The SR-94/Jamacha Road Intersection project area consists entirely of urbanized features (riprap and pavement), except for a small portion of intermittent stream channel, which consists of southern willow riparian scrub with some freshwater marsh. The dominant canopy trees are willows (e.g. *Salix gooddingii* and *S. lucida*). Upstream, other trees are present, such as cottonwood (*Populus fremontii*) and non-native trees such as Eucalyptus and pepper tree (*Schinus molle*) and ornamental palms. Understory vegetation consists primarily of poison oak (*Toxicodendron diversilobum*). The riparian habitat has been compromised by channelization and the placement of riprap. Where the gradient is flatter, in-stream wetlands have formed, and contain watercress (*Rorippa nasturtium-aquaticum*); reeds (*Juncus* spp.); sedges (*Cyperus* spp.) and various exotic/invasive hydrophytes. This unnamed intermittent drainage runs east and under SR-94 and a commercial center as part of the municipal storm sewer system, which

eventually discharges to the Sweetwater River. Other vegetation types in the vicinity of this project consist of non-native grassland, Diegan coastal sage scrub, and southern coast live oak riparian forest. Naturally occurring soils in the vicinity of this intersection include PfC, FxG, Visalia sandy loam (VaA), gravel pits, and Las Posas fine sandy loam (LpD2).

In the SR-94/Jamacha Road Intersection project area, there is one water feature that is subject to USACE jurisdiction under the Clean Water Act: an unnamed intermittent stream and its associated in-stream wetlands. The feature extends the entire length of the project area, and varies in channel width between 3 and 35 feet, with an average width of about 10 feet. The stream is degraded from channelization (including the placement of riprap along the banks) and invasive species and other urbanization effects. An in-stream riverine marsh is located within the channel of this intermittent stream, measuring approximately 20 feet average width by 100 feet (2,000 square feet).

7.2.2.3 SR-94/Steele Canyon Road Intersection

This intersection and the segment of Steele Canyon Road from SR-94 and Jamul Drive is characterized by commercial and residential land uses and steep topography. SR-94 is a two-lane conventional highway with a two-way left turn lane. Steele Canyon Road, which terminates at this intersection, has two lanes.

Habitats in this project area consist entirely of ruderal/urbanized areas. Habitats in the vicinity of the intersection and segment of Steele Canyon Road include sparsely vegetated roadside areas, orchard, scrub, and riparian woodland. Naturally occurring soil in the vicinity of the intersection, Ramona sandy loam (RaC), has a slight to moderate erosion hazard. Naturally occurring soil along the segment of Steele Canyon Road also include Vista course sandy loams (VsE and VsG), FaD2, and PfC, which have a slight to very high erosion potential (USDA, 1973).

According to the Phase 1 Environmental Site Assessment, one current recognized environmental condition was identified in the SR-94 / Steele Canyon Road Intersection project area (Natural Investigations Co. 2014). The 7 Eleven Store #21802 at 12981 Campo Road, during removal of previously-used USTs, which apparently leaked, discovered contamination from diesel, gasoline, and gasoline additives in both soil and groundwater. Groundwater under the SR-94 / Steele Canyon Rd. intersection project area is currently contaminated from the historical 7 Eleven Store petroleum product releases. Contaminants include diesel, gasoline, and gasoline additives (tert-butyl alcohol, methyl tert-butyl ether, and benzene). Soil under the project area may or may not be contaminated from these off-site petroleum product releases.

Record searches have not revealed the presence of previously identified cultural resource sites within the immediate vicinity of the intersection and segment. However, due to the abundance of known cultural resource sites along Steele Canyon, the intersection improvement site is considered to be sensitive with respect to cultural resources.

7.2.2.4 SR-94/Lyons Valley Road Intersection

This intersection is characterized by a variety of land uses, steep topography, and an adjacent drainage channel. Surrounding land uses include the Taproot Montessori Preschool directly south of the interchange, commercial land uses on the northeast and southwest corners, and residential uses in all directions. SR-94 is two-lane conventional highway with a two-way left turn lane. Lyons Valley Road is a two-lane road with a right turn “sneaker” lane at this intersection.

Habitats in this project area consist entirely of ruderal/urbanized areas, primarily pavement. Habitats in the vicinity of the intersection consist primarily of disturbed roadside areas, coast live oak woodland, coastal sage scrub, and a riparian corridor associated with an intermittent drainage that flows southwest under Indian Springs Road/SR-94. Naturally occurring soil in the vicinity of the intersection, Cienega very rocky coarse sandy loam (CmrG), has a high to very high erosion hazard (USDA, 1973). Other soils in the vicinity include Fallbrook rocky sandy loam (FaC2, FaD2, FeE2), Ramona sandy loam (RaC2), Placentia sandy loam (PeC2, PfC), and Fallbrook-Vista sandy loam (FvE).

Record searches have revealed the presence of previously identified cultural resource sites within the vicinity of the intersection. The intersection improvement site, while disturbed, is therefore considered to be sensitive with respect to cultural resources.

7.2.2.5 SR-94/Maxfield Road Intersection

This intersection is characterized by a variety of land uses and gently-sloping topography. Surrounding land uses consist of commercial (esp. farm & feed supply), a post office, fenced pasture, and residences (estates and smaller subdivisions). In the area of the intersection, SR-94 is two-lane conventional highway with a northbound left turn lane. Maxfield Road is a two-lane road with a right turn “sneaker” lane at this intersection.

At the intersection of SR-94 and Maxfield Road, the topography is flat to gently sloping (to the south). Naturally occurring soil in the vicinity of the intersection, Cienega very rocky coarse sandy loam (CmrG), has a high to very high erosion hazard (USDA, 1973). Other soils in the vicinity include Fallbrook rocky sandy loam (FaC2, FaD2, FeE2),

Ramona sandy loam (RaC2), Placentia sandy loam (PeC2, PfC), and Fallbrook-Vista sandy loam (FvE) (USDA, 1973). Record searches have revealed the presence of previously identified cultural resource sites within the vicinity of the intersection. The intersection improvement site, while disturbed, is therefore considered to be sensitive with respect to cultural resources.

7.2.3 ENVIRONMENTAL CONSEQUENCES

7.2.3.1 Land Use

Construction of the intersection improvements would enhance a preexisting rural roadway and transportation corridor. The conversion of existing land uses would be limited to the existing highway ROW and strips of land adjacent to the highway ROW. Construction of the intersection improvements would not conflict with existing land uses, disrupt or divide a community or conflict with land use designations in the vicinity of the project site. Additionally, the improved intersections are not expected to reduce parcel sizes below the threshold minimums.

7.2.3.2 Aesthetics

Minor visual effects, such as the addition of a traffic signal, would occur as the result of the expansion of the existing roadway facilities. The improvements would not result in the removal or alteration of significant areas of vegetation, topographic features, or other key visual characteristics.

7.2.3.3 Geology and Soils

Effects to land resources would consist of grading and the introduction of fill material to extend the existing shoulders and roadbed to provide for the additional facilities. The steepest topography would be encountered at the intersection with Lyons Valley Road where large embankments currently exist. Stable fill material, embankments, and erosion control features would be used to reduce the potential for sloped instability, subsidence, and erosion. However, naturally occurring soils located at the improvement locations have a slight to very high erosion hazard (USDA, 1973). For construction on non-federal lands in California, the landowner and contractor must enroll for coverage under the State Water Resources Control Board's General Storm Water Discharge Permit for Construction Activities (Order No. 2009-0009, NPDES No. CAS000002) prior to the initiation of construction. Coverage under either permit requires creation and implementation of an effective storm water pollution prevention plan, erosion control plan, hazardous materials management and spill response plan, and construction best management practices, all of which are designed to minimize or eliminate erosion issues and eliminate sediment discharges. With proper implementation, these plans would

reduce or eliminate the potential for accidental release of sediment and other pollutants during construction, as well as reduce the potential for erosion. The erosion control plan would be prepared before construction commences, and would identify the location of erosion control features necessary to protect and filter stormwater runoff. Features used during construction may include but are not limited to silt fences, fiber rolls, and gravel bag check dams. The grading plans would meet or exceed standards established by Sections 87.101 through 87.717 of San Diego County Code of Regulatory Ordinances (Grading, Clearing, and Watercourses Ordinance), which requires effective erosion control and compensatory mitigation for natural habitat loss, if applicable.

7.2.3.4 Hydrology and Water Quality

The development of roadway improvements at the identified intersections could affect water quality due to grading and construction activities and an increase in impervious surfaces in close proximity to existing natural drainage channels. Adverse effects to water quality during the construction phase would be mitigated through compliance with Caltrans Storm Water Quality Handbook and implementation of the Erosion Control Plan. The Erosion Control Plan would identify the location erosion control features needed to direct and filter stormwater runoff. Features used during construction may include but are not limited to silt fences, fiber rolls, and rock bag dams. The location of permanent erosion control features such as sediment/grease traps, vegetated drainage swales, and riprap would also be identified. The effects to runoff volumes resulting from the increase of impervious surfaces are expected to be minimal due to the limited extent of the improvements in comparison to the existing facilities. Some existing curb and gutters and drainage inlets would be demolished and relocated along portions of the roadways to provide space for the improvements. Curb and gutters, inlets, and other drainage facilities would be reconstructed to provide adequate facilities to direct stormwater runoff

Some intersection improvements may require bridge modifications or bridge replacement to allow for improvements (SR-94/SR-94/Melody Road). Such bridge modification or replacement could constrict surface flows and result in potential flooding if not properly designed and constructed. Mitigation measures identified and required by Caltrans (including consultation with USACE) would reduce the potential for flooding.

7.2.3.5 Hazardous Materials

According to the Phase 1 Environmental Site Assessment, one current recognized environmental condition was identified in the SR-94 / Steele Canyon Road Intersection project area (Natural Investigations Co. 2014). The 7 Eleven Store #21802 at 12981 Campo Road, during removal of previously-used USTs, which apparently leaked,

discovered contamination from diesel, gasoline, and gasoline additives in both soil and groundwater. Groundwater under the SR-94 / Steele Canyon Rd. intersection project area is currently contaminated from the historical 7 Eleven Store petroleum product releases. Contaminants include diesel, gasoline, and gasoline additives (tert-butyl alcohol, methyl tert-butyl ether, and benzene). Soil under the project area may or may not be contaminated from these off-site petroleum product releases. The contractor would be required to adhere to all federal, state and local regulations for handling and disposing of contaminated soil, if encountered. Required measures would protect workers and the environment from contamination.

The accidental release of hazardous materials used during grading and construction activities could pose a hazard to construction employees and the environment. Additionally, equipment used during grading and construction activities could ignite dry grasses and weeds on the project sites. State and local regulations control the use and storage of hazardous materials. Local regulations also control activities that may result in fire hazards.

7.2.3.6 Biological Resources

Disturbance areas associated with the proposed road improvements are located along existing roadsides that are subject to substantial human activity and do not contain sensitive habitat features. However, some components of the various improvements may involve limited removal of existing vegetation and modification of intermittent drainage channels (e.g. replacement of existing culverts, or the placement of such as bridge abutments or piers). Removal of sensitive native vegetation (e.g. oak trees), vegetation with a potential to provide habitat for special-status species or support nesting migratory birds, and modification of intermittent drainages may occur.

Potential Impacts to Listed Species or Other Sensitive Species

Previous field surveys over the last decade did not detect any special-status species within the intersection improvement project areas. Their absence within the project areas might be explained by the preponderance of exotic / competing species, and habitat degradation associated with urbanization and cattle grazing. Nevertheless, several special-status species were ranked “moderate” or “high” in potential occurrence in the intersection improvement project areas because suitable habitat is present where undisturbed, natural habitats are present. Because special-status species that occur in the vicinity of the project area could migrate onto the proposed project construction areas between the time that the field surveys were completed and the start of construction, construction of any of the intersection improvements could result in take of a listed species or other sensitive species. Incorporation of mitigation measures

identified and required by Caltrans (including pre-construction surveys and consultation with the USFWS if special-status species are present) would reduce this possibility.

Special-status bird species exist in the vicinity of the intersection improvement footprints, including Coastal California gnatcatcher, Least Bell's vireo, and yellow-billed cuckoo. Lands adjacent to the intersection improvement areas contains nesting habitat for various bird species because of the presence of trees, poles, and riparian canopy. However, no nests were observed during field surveys. Migratory birds and raptors are protected by state and federal laws while nesting. If construction activities are conducted during the nesting season, nesting birds could be directly impacted by tree removal, and impacted by noise, vibration, and other construction-related disturbance. The mitigation identified and required by Caltrans (including pre-construction surveys) would reduce this possibility.

Other potential adverse effects to nesting birds associated with implementation of traffic improvements consist of future increase of noise, vehicular traffic, and other human activity within the intersection improvement footprints. However, given the extent of existing habitat degradation within proposed development areas and the existing extent of human activity in the immediate vicinity, it is unlikely that implementation of traffic improvements would result in significant adverse impacts to nesting birds.

Potential Impacts from Degradation or loss of Sensitive Habitat

No critical habitat or sensitive habitat designated by federal or State regulations or agencies was identified. However, habitats protected by County ordinances (grasslands, coastal scrub, riparian, etc.) and the MSCP do occur within the construction footprints of the intersection improvements. Construction of intersection improvements would involve operation of heavy equipment, staging of soils, grading and excavation activities that could impact protected habitats.

No southern coast live oak riparian forest occurs within the intersection improvement project areas. Diegan coastal sage scrub habitat occurs within only one of the intersection improvement project areas: the SR-94 / Maxfield Road intersection. Construction of intersection improvements would impact approximately 0.69 acres of Diegan coastal sage scrub: 0.56 acres on the west side of SR-94 for a hillside cut for line-of-sight safety improvements; and 0.13 acres on the east side of SR-94 for hillside cuts for lane and shoulder widening. The only intersection improvement project area that contains southern wouldow riparian scrub is at the SR-94 / Jamacha Road Intersection. The impacts are primarily associated with excavation and casting of concrete footers for the retaining wall. Although no permanent impacts to southern wouldow riparian scrub are expected, up to 0.05 acres of temporary impacts may occur

from construction activities. The mitigation identified and required by Caltrans (compensatory mitigation as dictated by the MSCP) would offset the disturbance or loss of habitat.

Potential Impacts to Jurisdictional Waters

Construction of the intersection improvements could result in adverse impacts to water resources by modification or destruction of stream banks or riparian vegetation, by the placement of fill within a channel, or by increased erosion and sedimentation in receiving water bodies due to soil disturbance.

The only intersection improvement project area that contains jurisdictional water resources is at the SR-94 / Jamacha Road Intersection. The impacts are primarily associated with excavation and casting of concrete footers for the retaining wall; the impacts are estimated at 3 square feet of permanent impacts and 1,369 square feet of temporary impacts to jurisdictional channel. No riparian vegetation would need to be removed, although branches of wouldow trees may need to be trimmed. This activity and other construction effects could result in up to 0.05 acres of temporary impacts to southern wouldow riparian scrub.

Note that portions of the SR-94 / Jamacha Road Intersection project area are located within two overlapping County mitigation areas (Gail Jurgella, San Diego County DPW, pers. comm. Nov. 2013):

- 1) The first area is a wetland enhancement area that was required as part of the USFWS Biological Opinion for the SR-54/SR-94 Widening Project, dated May 23, 2005. The enhancement area is described as a "50-foot by 1,000-foot area immediately adjacent to (south of) the roadway, which starts at the SR-94/Jamacha intersection and ends 1000 feet west." This area is within the SR-94 / Jamacha Road Intersection project area and is referring to the rip-rap slope adjacent to the SR-94 eastbound right turn lane and the associated intermittent channel. The enhancement consisted of re-vegetating disturbed areas with native vegetation and removing non-native vegetation. Construction of the SR-94 / Jamacha Road Intersection improvement project would disturb portions of this habitat enhancement area.

- 2) The second area is a least Bell's vireo habitat enhancement area, also required as part of the USFWS Biological Opinion for the SR-54/SR-94 Widening Project, located within the County-owned parcel. Approximately 750 square feet of this habitat enhancement area would be affected by construction of the SR-94 / Jamacha Road Intersection improvement project. The 750 square-foot area

consists of disturbed (ruderal) habitat lacking a specific vegetation community structure.

The mitigation identified and required by Caltrans (compensatory mitigation as dictated by the MSCP) would offset this loss of habitat. Compensatory mitigation ratios would be doubled since impacts are occurring to a mitigation site.

7.2.3.7 Cultural Resources

Due to the abundance of cultural resource sites along SR-94, construction of the intersection improvements could potentially result in the disturbance of cultural resources. Previously identified or unknown sites may be inadvertently disturbed by construction activities. Mitigation identified and required by Caltrans would reduce the significance of the potential cultural resource disturbance.

7.2.3.8 Noise

Construction activities would result in short-term increases in the local ambient noise environments. Increases in the existing noise environment would be most noticeable at the intersections of SR-94/Lyons Valley Road due to the close proximity of residences and businesses. However, because construction activities would be temporary in nature and would occur during normal daytime hours, potential disturbance is expected to be limited. Likewise, operational changes at each of the intersections are not expected to result in substantial noise increases to neighboring sensitive receptors due primarily to the fact that operational improvements are either within the existing Caltrans ROW or immediately adjacent.

7.2.3.9 Air Quality

Air Quality impacts associated with the intersection improvements would primarily result from changes in traffic operations due to the modified lane arrangement for select intersections (e.g., *SR-94/Via Mercado*, *SR-94/Jamacha Blvd.*, *SR-94/Jamacha Road*, *SR-94/Cougar Canyon Road*, *SR-94/Steele Canyon Road*, and *SR-94/Jefferson Road*). Due to the distances and temporary nature of construction, none of the intersection improvements are anticipated to result in exposure of local sensitive receptors to adverse concentrations of criteria pollutants or TACs. Additionally, all intersection road upgrades would result in improved operations on SR-94, thus potential off-Reservation traffic would not result in adverse concentrations of CO.

7.2.3.10 Public Services

Construction of the intersection improvements may entail the relocation of utilities located within the existing ROWs. These utilities include overhead electricity and underground water lines. Relocation of lines could result in a temporary break in service to some homes and businesses in the area. However, these effects are necessary when upgrading and maintaining utility services, and potential service breaks would be temporary. No impediments to fire or emergency medical services are expected as access through the intersections and to adjacent homes and businesses would be maintained during construction of the improvements.